[Sh. Vilas Muttemwar]

Ax coalfields of the Chimur Area of Western Coalfields have been estimated at 6 million tonnes, 5 million tonnes, 40 million tonnes and 0.45 million tonnes respectively. Likewise in the nearby coalfields of Makardhokra Makardhokra-II the coal reserves are estimated to be million tonnes, 7 million tonnes and large deposits of coal at markdhokra-III. In addition, it is believed that 41 million tonnes of coal deposits are available at Nand Coalfields. Approximately 7 thousand million tonnes of coal can be mined from these coalfields per day. Therefore, if the aforementioned coalmines become operational then directly or indirectly employment could be provided to 10,000 persons and also many a coal based anullary industries will come up, leading to development of the above mentioned very backward area of Maharashtra.

Mining of such large coal deposits available in the area will prove a boon for the development process in view of the impending coal shortage. Grade-C quality coal is available in the area which is considered best for the power plants and industries. To transport the coal to different parts of the country it is necessary that Morpar, Bandar, Nand and Makardhokra coalfields be liked by rail. Total length of route is 120 kilometres. As you are aware that the people of Chimur were in the fore front in opposing the Britishers and also many of them sacrificed their lives for the country. In their memory if the development of the area is taken up then it will be a fitting tribute to their sacrifice. For early implementation of this scheme and to facilitate transportation of coal to different parts it is necessary that coordination be established between the Ministries of Railways and Coal.

(ii) Need to connect Jagdalpur by Delhi-Rajhara Railway line

Madhya Pradesh

SHRI MANKU RAM SODI (Bastar): Mr. Chairman, Sir, for the last 25 years all the political parties have been raising the demand of linking Jagdalpur with Delhi-Rajhora railway line. However even after the completion of last survey there seems to be no attempt to include it in the eighth five year plan. State Government has also submitted a copy of the resolution passed unanimously in the legislative Assembly in this regard to the Planning Commission.

There fore, the Centre is requested to include the proposal for the construction of this railway line in the eighth five year plan on priority basis, to facilitate speedy development to the predominantly tribal area.

(iii) Need to clear the proposal of Maharashtra Government for mobilising resources through open market borrowings for funding mankhurd Belapur Railway Project, Bombay

[English]

SHRI RAM KAPSE (Thane): Sir, a Rs. 285 crore Mankhurd-Belapur railway project connecting Bombay city with New Bombay is under implementation for the past several years. The project is the life-line for the new Bombay area. The commissioning of the railway line is to take place in May, 1992.

However, the on-going work on the project, now in its final stages, has come to a grinding half for non-availability of funds.

The Maharashtra Government and the Central Government have to share the cost of the project in the ratio of 2:1. In the past five years the State Government was permitted by the Union Finance Ministry to resort to open-market borrowing through CIDCO to partly finance the project. But similar borrowing to the extent of Rs. 100 crores in 1991-92 was not cleared by the Central Government. This has led to the present stoppage of the work.

Since the new financial year has commenced, I urge upon the Central Government to accord clearance to the State Gov-

ernment's proposal to mobilise resources through open-market borrowings for early completion of this important project.

13.00hrs.

(iv) Need to recognise 'Rajbhar' caste to Uttar Pradesh and Bihar as Scheduled Caste

[*Translation*]

SHRI RAM BADAN(Lalganj): Sir, in most parts of the country, especially the Eastern Uttar Pradesh and Bihar, the condition of 'Rajbhar' castes is quite pitiable from economic and social point of view. Despite their pitiable condition these castes have not been included in the list of Scheduled Castes. As a result of which a sense of frustation and deprivation has engulfed these castes. Time and again they stage demonstrations and rallies in the capital.

The Centre is requested to include these castes in the list of the Scheduled Castes and may provide all the facilities made available to the Scheduled Castes.

(v) Need to recognise fishermen and washermen of Andhra Pradesh as Scheduled Tribes

[*English*]

SHRI G.M.C.BALAYOGI (Amalapuram): In my Constituency, nearly two lakh fishermen face social and economic problems in their daily life. Even after Independence, this community has not been provided with the basic requirements like drinking water roads, hospitals, education to children and a small pucca house, even though Government earn crores of rupees of foreign exchange due to their efforts. The Government of Andhra Pradesh has recommended that the fishermen and washermen communities be included in the list of Scheduled Tribes. The matter was represented by several Members of Parliament. So far, the Government has not taken any initiative in the matter.

Hence I urge upon the Central Government to take immediate and necessary steps for inclusion of these Castes in the list of Scheduled Tribes.

(vi) Need to develop Dhenkanal Keonjhar road via kamakhyanagar, Kaliahata, Nudurpuda, Narayanpur into a National Highway

SHRI K.P.SINGH DEO (Dhenkanal): Mr. Chairman, Sir, I would like to raise the following matters under Rule 377.

An alignment exists between Dhenkanal, Orissa, the district headquarters on National Highway Number 42, only 35 kilometres from the Calcutta-Madras National Highway Number 5 and Keonjhar, Orissa, district headquarters town on the National Highway Number 6, the Calcutta-Bombay Highway, a distance of 135 kilometres.

Dhenkanal-Angul-Talcher on the National Highway Number 42, is fast developing into an industrial area with the establishment of National Aluminium Company, Smelter and Captive Power Plant, the Fertilizer Plant and the NTPC Super Thermal Plant. Similarly, Keonjhar which is in the heart of the iron ore deposits, is gradually developing with the charge Chrome Plant and the proposed second steel plant.

It is therefore, desirable and necessary to develop the road Dhenkanal Kamakhyanagar MDR 28 kilometres Kamakhyanagar Kaliahata via Kankadahad CVR- 39 kilometres. Kaliahata Nudurpuda CVR 48 kilometres, Nudurpuda-Narayan Pur MDR, 12 kilometres, Narayanpur-Keonjhar SH-five kilometres into a National Highway.

Apart from reducing the distance between Dhenkanal industrial area to Keonjhar industrial area by 100 kilometres, it will open up the rich mineral bearing area, comprising Chromite and iron ore. It will also open up for development and economic activity the entire tribal area for tribals, who have been denied the fruits of development even after seven Five Year Plans due to lack of and